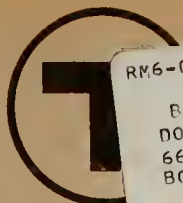




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SOUTHWEST CORRIDOR PROJECT NEWSLETTER



Governor Edward King, Lt. Gov. Thomas O'Neill, Transportation Secretary Barry Locke, "T" Chairman Robert Foster, "T" Director Richard Taylor, and other officials participated in the groundbreaking ceremony for the SWCP.

CORRIDOR NEWS 12

Published by the Massachusetts Bay Transportation Authority

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SWCP GROUND-BREAKING Embankment Removal Begins in Corridor!

It has finally happened. With the symbolic removal of a railroad spike, Southwest Corridor Project construction officially began in Roxbury and Jamaica Plain at a ground-breaking ceremony held by the Massachusetts Bay Transportation Authority on December 4, 1979. Over 300 people attended the ceremony. Corridor construction in the South End began with the South Cove Tunnel extension in January of 1978.

Governor Edward King said that he thought it was a great day for a great Project. He emphasized the cooperation of the many

different people who have made the Project a reality. After several speeches were made, Governor King then moved up onto the embankment, operated a spike-pulling machine, and declared construction underway.

MBTA Chairman Robert Foster opened the ceremony along with Reverend Thomas Payne, minister of the First Church in Roxbury, who gave the invocation stressing the need for unity and harmony in times of strife.

Robert Ryan, Director of the Boston Redevelopment Authority, reviewed the potential economic

(Continued on page 7)



Using a spike-pulling machine, Governor King begins SWCP transit construction in Roxbury and Jamaica Plain.

Construcción Comienza en el Corredor!

Por fin ocurrió. Con el acto simbólico de remover un clavo ferroviario, la construcción del Corredor del Suroeste comenzó oficialmente el 5 de diciembre de 1979. Más de 300 personas asistieron a la ceremonia auspiciada por la MBTA en Roxbury y Jamaica Plain. En el South End la construcción comenzó en enero de 1978.

El gobernador Edward King comentó que era un gran

día para un gran proyecto. El enfatizó que la cooperación de muchas personas han hecho de este proyecto una realidad. Después de varios discursos, el gobernador se arrojó a las vías, puso en marcha una máquina de sacar clavos ferroviarios, y declaró el comienzo de la construcción.

El presidente de la MBTA, Robert Foster, comenzó la ceremonia con el reverendo Thomas Payne quien

dió la invocación en la cual expresó la necesidad por la unidad y armonía en tiempos de conflicto.

Robert Ryan, director de la Autoridad de Renovación de Boston, ofreció un resumen del potencial económico del Corredor del Suroeste. Añadió que se espera que el proyecto incluya más de \$669 millones en inversión pública y \$358 millones en inversión privada. Las inversiones del SWCP

y la actividad financiera engendrada por el proyecto podrían exceder más de \$2 billones y producir 10 mil a 12 mil trabajos permanentes conjuntamente con 32,000 trabajos de construcción.

Richard Taylor, director de la MBTA, comentó sobre la participación de contratistas minoritarios en la construcción del SWCP. El contratista principal es Eastern Seaboard, una

(Continuado en la pag. 7)

Southwest Corridor
Project Newsletter
January 1980

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**MASSACHUSETTS
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TRANSPORTATION
AUTHORITY**

Southwest Corridor Project
131 Clarendon Street, Boston, MA 02116
(617) 722-5834

We have all waited for transit construction in Jamaica Plain and Roxbury. Now there is construction everywhere in the Southwest - from South Cove to Hyde Park. Construction of industry, housing, streets, parks and rapid transit are underway.

I would like to express my sincere thanks to you all for your many years of participation and support of the Project. I am sure that you will not be disappointed.

Best wishes for the new year.

Anthony Pargano

NEW JAMAICA PLAIN HIGH SCHOOL OPENS IN CORRIDOR

On September 1, 1979, Mayor Kevin White dedicated the new \$12.3 million Jamaica Plain High School. Located in the path of what would have been I-95, this new district school is the first major example of the renewal which has begun in the Jamaica Plain section of the Southwest Corridor project. This fall, 1200 students enrolled in the new school, which includes thirty-six classrooms, cafeteria, auditorium, gymnasium library-media center and outdoor athletic facilities.

The new high school, which will be a Community School, is located immediately adjacent to the existing rail embankment on a 10 acre site between Williams and McBride Streets. After the embankment is removed and the depressed track structure's boat section is constructed, the SWCP will build an acoustic deck which will bridge the tracks along the entire length of the school. This deck will be landscaped as part of the SWCP parkland, and

will provide a strong connection between the neighborhood on the east and west sides of the Corridor. With its athletic facilities along

Washington St., the school will anchor a major new open space for Jamaica Plain.

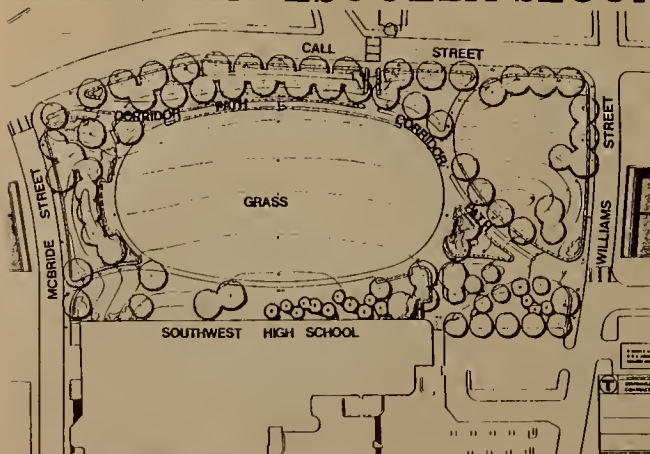
Peirce, Pierce and Kramer of Boston was the

architect for the new school. Landscaping was designed by Mason and Frey, who is also the Section III landscape architect for the SWCP.



View of new Jamaica Plain High School from Williams Street.

INAGURAN ESCUELA SECUNDARIA EN JAMAICA PLAIN



Following removal of the embankment and depression of the trackway, a landscaped deck will be constructed between the high school and Call Street.

El pasado 12 de septiembre Kevin White, alcalde de Boston, dedicó la nueva escuela secundaria de Jamaica Plain, construida a un valor de \$12.3 millones. Localizada en la vía proyectada para la carretera I-95, esta nueva escuela es el primer ejemplo importante de renovación en la sección de Jamaica Plain. La escuela, planificada para 1,200 estudiantes, contiene treinta y seis salones de clases, una cafetería, un auditorio, un gimnasio, y una combinación biblioteca-centro de comunicaciones, así como campos

deportivos.

La nueva escuela secundaria también servirá como escuela comunal y está ubicada junto al existente terraplén entre las calles McBride y Williams. Una vez el terraplén sea reemplazado por el zanjón ferroviario, el proyecto del corredor construirá una cubierta acústica que cubrirá las vías frente a la escuela, la cual formará parte del parque lineal del corredor.

Los arquitectos del edificio fueron Peirce, Peirce and Kramer y los arquitectos paisajistas, Mason and Frey.

Elderly Move Into New Apartments in Renovated Weld School



Mrs. Gover Remembers...

Mrs. Carolyn Gover, a life long resident of Roslindale, spoke to us recently about her life on Rowe Street. Mrs. Gover told us that she and her parents, Mr. and Mrs. Joseph Bunzel, first moved to 108 Rowe Street on September 20, 1927. No doubt, one of the chief attractions to the neighborhood at the time was the 33-year old Stephen Weld School.

She went on to tell us that when she married, she moved across the street to 149 Rowe Street, with her husband. There, they had a son, James Gover, who in turn, went to the nearby elementary school. Mrs. Gover told us that "I used to enjoy watching my son at recess from the porch of my home." She also said that life was a lot cheaper in those days, as the rent for her home was only \$30 a month. Eventually, the proposed Southwest Expressway, forced her and her family to leave their homes. The Stephen Weld Elementary School was also to have been demolished for I-95.

Time brought change

to Rowe Street again, when in 1976, it was suggested by the community to the Southwest Corridor Development Coordinator that the vacant Stephen Weld School be rehabilitated into much needed elderly housing. The idea was accepted, and E. Denis Walsh was chosen after a public competition to develop the project. With Childs Bertman Tseckares & Casendino Inc. as architect, a Section 8 rental subsidy, and conventional financing, Mr. Walsh transformed classrooms, an attic, and boiler rooms into twelve one bedroom apartments and two studio apartments.

Mrs. Gover told us that "I never thought that I would end up living in the Old Weld School", but in 1979, she was one of the tenants to move into this new housing. She now lives in what was once the school attic. Her apartment has newly designed, slanted windows in the School's attic which she likes because they are "different." There are also modern appliances, laundry facilities on the premises and a landscaped area outside for cookouts.



In her new apartment in what was once the Old Weld School, Mrs. Carolyn Gover reminisces about her life in Roslindale.

Ancianos Se Mudan a Nuevos Apartamentos en Escuela Renovada Weld

Recientemente la señora Carolyn Gover platicó con nosotros sobre su vida en la calle Rowe. Ella nos contó que se mudó con sus padres, Sr. y Sra. Joseph Bunzel, al 108 de la calle Rowe el 20 de septiembre de 1927. Sin duda, una de las atracciones del vecindario en ese tiempo era la escuela Stephen Weld. Al casarse, la sra. Gover se mudó con su esposo al otro lado de la calle al 149. Allí concibieron a un hijo, James Gover, el cual luego asistió a la escuela Weld. La sra. Gover nos dijo, "A mi me gustaba ver desde mi ventana a mi hijo durante el recreo." Eventualmente la Sra. Gover y su familia tuvieron que dejar su hogar a causa del proyectado Expreso del Suroeste.

En el 1976 los residentes sugirieron al Coordinador del Corredor del Suroeste que se

convirtiera la escuela vacante en vivienda para ancianos. La idea fue aceptada y E. Denis Walsh fue seleccionado para realizar el proyecto luego de una competencia pública. Con la ayuda de los arquitectos Childs Bertman Tseckares & Casendino, Inc., Walsh transformó la escuela en 12 apartamentos de un dormitorio y 2 estudios.

La sra. Gover nos dijo, "nunca me hubiese imaginado que viviría en la vieja escuela Weld," pero en el 1979, se mudó a los nuevos apartamentos. Hoy día vive en lo que era el ático. Su apartamento tiene ventanas inclinadas cuyo diseño le gusta porque son "distintas." También tiene aparatos eléctricos modernos, lavandería en el local y un área diseñada para comidas al aire libre.



Mrs. Gover remembers watching her son James play during recess at the Weld School from her porch on Rowe Street. Her home was eventually torn down to make way for I-95.

SECTION I DEMOLITION

Demolition of certain structures in Section I will begin late this winter. These structures are all indicated in the SW Corridor EIS and are necessary to permit construction of the new SW Corridor track structure. Prior to demolition, residents and businesses will be relocated and compensated as required by law. Buildings physically connected to those being demolished are inspected and surveyed in order to insure their protection during demolition. End walls of adjacent row house structures will be reinforced, insulated and faced with brick as required.

Rodent Control: First of all, the contractor will bait the building to exterminate all rodents. Once extermination begins, extermination procedures will continue.

Protection of Adjacent Buildings: All buildings connected to those being demolished will have their condition monitored throughout demolition. Any problem will be quickly handled. If the exposed wall had not originally been an exterior wall, it will be insulated and covered with a new exterior wall.

Once the buildings

The plan above shows the Cazenove Street site once the buildings are demolished. Note where fencing will be located and how parcels will be graded, until new construction can begin.

are demolished, the sites will be fenced off and graded. A six foot high chain link fence will restrict access to the site and prevent any new access. Each site is graded in a manner which accommodates drainage of water on the site and not onto the railroad tracks or private property. The ground will be covered with wood chip mulch. The MBTA, which owns the sites, will be responsible for maintenance.

In the Ellis area, the following buildings will be demolished: Morgan Memorial's metal shed; the John Stuart Furniture Company at 90 Berkeley Street; two residences at 18 and 20 St. Charles St.; two apartment buildings at 20-26 Cazenove Street, and Continental Apartments, MacEllis Tire Sire Store and Garnet Lounge at 256-260 Columbus Avenue. In the Mass. Ave. area, 390-400 and 402 Mass. Ave. (the two South End

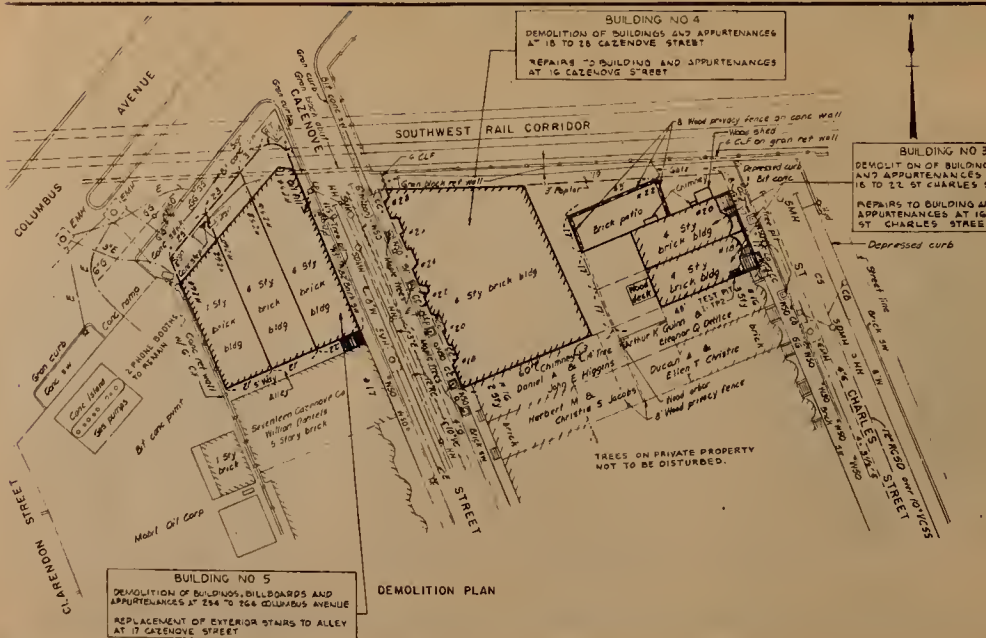
buildings closest to the R-O-W on the in-town side) and 389-393 Mass. Ave. (the South End building closest to the R-O-W on the out-of-town side) will be demolished.

Resumen en Español

La demolición de algunas estructuras en la Sección I comenzará a fines del presente invierno. Será necesario derribar aquellas estructuras indicadas en el análisis de impacto ambiental. Antes del derribo, se relocalizarán los residentes y comerciantes que ocupan los edificios que se derrumbarán.

Se llevará a cabo una investigación para proteger a aquellos edificios colindantes con los que serán derribados. Las paredes de viviendas adyacentes serán reforzadas, provistas de aislamiento térmico y recubiertas con ladrillo.

Protección de edificios colindantes: Se tomarán todas las medidas necesarias para proteger los edificios cercanos a la obra. Una vez se derrumben los edificios, se aplanará el terreno; se cercará el solar y se cubrirá con un material agradable.



Building demolition plan of Cazenove Street site.

HOT LINE 722-3300

More construction is about to begin in the Southwest Corridor Project in Roxbury and Jamaica Plain. During the long construction period, community liaison activities will continue to inform residents and businesspeople about Project activities. An important part of the community liaison communication system will be the establishment of a "Construction Hot Line" telephone through which community members can contact the Project staff directly in order to have questions answered or to register a complaint.

By dialing the Hot Line number, 722-3300, a caller can directly reach the MBTA SW Corridor Development Office's community liaison staff. The person answering the telephone can direct the caller to the most appropriate person for action at the MBTA. When the right person is unavailable, the operator will either take a message or direct the call to someone else qualified to respond to the call. The Hot Line will be monitored 24 hours a

day by a device for recording messages. Messages received at night will be acted on the next morning.

Someone living or working near the Corridor construction work may also call to inquire about the project schedule, the status of temporary detour routes, or the timing of temporary utility service interruption. Callers may also have general questions about the Project plans for upcoming community meetings, or they may want to be placed on the Project's mailing list. The Hot Line operator may be able to answer these questions or the caller may be referred to the community liaison representative for the caller's local area.

Resumen en Español

Una nueva ola de construcción está a punto de comenzar en el Corredor en los vecindarios de Jamaica Plain y Roxbury. Como parte de las actividades de enlace con la comunidad las cuales continuarán mientras dure la construcción se establecerá una línea telefónica llamada "La línea



caliente de la construcción". A través de este número, la comunidad puede ponerse en contacto directo con el personal del proyecto para registrar quejas o para preguntar sobre algún aspecto de la construcción.

Con sólo llamar al 722-3300 se puede comunicar directamente con la oficina de enlace comunal del Proyecto. La persona

que conteste el teléfono podrá dirigir las preguntas a la persona que mejor pueda responderlas o resolver el problema, ya sea en la MBTA o en la oficina del contratista. De no estar accesible la mejor fuente de información, la persona que conteste el teléfono tomará el mensaje o lo dirigirá a otra persona que pueda contestar la pregunta.

SWCP CONSTRUCTION TASK FORCES FORMAN COMITE DE CONSTRUCCION

Now that more construction in the Southwest Corridor Project is about to begin, the MBTA has established a Task Force on Construction for each section of the Corridor. Each of the three Task Forces will be a subcommittee of the Neighborhood Committee for that section. The Task Forces will meet on a regular basis to advise the MBTA about construction activities. Each Task Force will report back to the Neighborhood Committee which will continue to meet during construction in order to discuss information about the project.

Each Task Force on Construction will consist of a group of residents, business people, and agency personnel who will follow the construction process

in detail. The Task Forces will meet with the MBTA representatives and the construction contractors. The function of the Task Forces is to advise the MBTA regarding construction methods within the limits established by signed construction contracts. Other construction issues affecting the whole neighborhood will also be discussed.

Particular local problems will be handled on an individual basis by the community liaison staff responsible for monitoring the effects of construction on the community. A single construction hot line telephone number (722-3300) can be used.

An update on the activities of each Task Force in Construction will appear in the Corridor News.

Resumen en Español

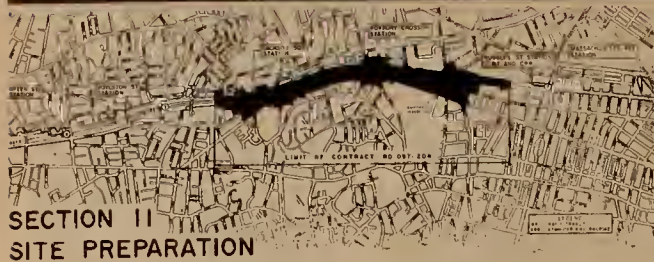
Ahora que la construcción del Proyecto del Corredor del Suroeste está a punto de comenzar, la MBTA ha establecido un Comité de construcción en cada sección del corredor. Estos tres comités serán sub-comités del Comité de Vecindario de cada sección. Cada comité se reunirá periódicamente, recibirá de la MBTA información pertinente a la construcción, aconsejará a la MBTA sobre el impacto de la construcción, y rendirá informes regulares a su respectivo Comité de vecindario.

Los comités estarán integrados por residentes de los vecindarios impactados, comerciantes, y personal de agencias.

Entre los temas que se considerarán estarán los métodos de construcción que usarán los contratistas, dentro de los límites establecidos por los contratos, así como problemas generales relacionados a la construcción que puedan afectar vecindarios enteros.

Problemas específicos se resolverán individualmente a través del personal de enlace con la comunidad. Se establecerá además un teléfono llamado "Hot Line" o línea caliente para responder a cualquier situación repentina. El número será 722-3300.

Contracts Awarded to Remove Embankment



SECTION II SITE PREPARATION

The two MBTA contracts for the removal of the old railroad embankment through Jamaica Plain and Roxbury have been awarded to a Milton contractor, John Mahoney Construction Company, Inc., in joint venture with Whittier Equipment Corporation, for a low bid of \$3,160,537, and to the Perini Corporation of Framingham for a low bid of \$3,549,457.

The embankment is being removed preparatory to future contracts in the MBTA's \$699 million Southwest Corridor Project to relocate the Orange Line and upgrade the railroad right-of-way for MBTA commuter and Amtrak intercity trains.

Under the 1st contract, the embankment through Roxbury from Jackson

Square to Prentiss Street will be removed. The excavated material will be used as fill at adjacent sites that are planned for future development. Under the second contract, the embankment will be removed between Forest Hills Station and Boylston Street in Jamaica Plain.

The Mahoney Construction Company will also remove railroad bridges over Centre Street, Heath Street, New Heath Street, Tremont Street at Roxbury Crossing, Station Street, Prentiss Street and Ruggles Street. A new relocated Columbus Avenue will be built at a higher elevation from Jackson Square to Roxbury Crossing.

The Perini Corporation will also remove granite block retaining walls of the

embankment and seven railroad bridges; build short-term detour roads and a major detour road to be used for three or four years from Washington Street to Hyde Park Avenue in the vicinity of Walk Hill Street and demolish business and residential properties, taken by eminent domain by the Massachusetts Department of Public Works several years ago for the then-planned Southwest Expressway, or, more recently, by the MBTA.

Prentiss será derribado. Además, el contratista removerá los puentes ferroviarios sobre las calles Centre, New Heath, Tremont (Roxbury Crossing) Station, Prentiss, y Ruggles. La avenida Columbus será realocada y reconstruida desde Jackson Square hasta Roxbury Crossing a una elevación mas alta.

Se espera que el segundo contrato se otorgue antes del fin de año. El contrato incluirá quitar los muros de contención del terraplén y siete puentes ferroviarios; construir carreteras de desvío temporeras las cuales se utilizarán durante el derribo de los puentes; construir una carretera de desvío desde la calle Washington hasta la avenida Hyde Park cerca de la calle Walk Hill (Esta carretera se utilizará durante 3 ó 4 años); y derribar negocios y residencias adquiridas por el Departamento de Obras Públicas de Mass. por dominio eminente hace varios años para el planificado Expreso del Suroeste, y más recientemente por la MBTA.

Resumen en Español

El primero de dos contratos para derribar el antiguo terraplén ferroviario en Jamaica Plain y Roxbury fue otorgado por la MBTA a un contratista de Milton John Mahoney Construction Co., empresa colectiva con Whittier Equipment Corp. La licitación fue la más baja--\$3,160,537.

De acuerdo al contrato otorgado por la Junta de Directores de la MBTA, el terraplén ferroviario en Roxbury desde Jackson Square hasta la calle

MIDLANDS BRANCH: Amtrak & Commuter Trains Change Tracks; Stop Operating In Corridor

On November 3, 1979, all commuter rail and Amtrak trains switched from the Southwest Corridor right-of-way to the newly reconstructed Midlands Branch Railroad tracks. The "cut-over" clears the way for removal of tracks and demolition of the embankment between Forest Hills and Camden Street. It also provides three new stations in Boston between Readville and South Station: Fairmount (Hyde Park), Morton Street and Upham's Corner (both in Dorchester).

Commuter trains from Providence, Attleboro and Stoughton terminate at South Station where passengers board shuttle trains for Back Bay. Trains from Franklin go

to South Station and then proceed to Back Bay.

Passengers from Needham and West Roxbury are using express buses that travel on Route 128 and the Massachusetts Turnpike into Boston. Ridership on these buses has steadily increased since service began on October 15, and exceeds that on the Needham Branch Railroad that was shut down for SWCP construction.

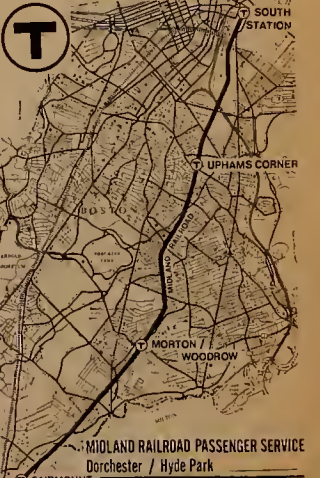
While many passengers on the Midlands Branch Railroad are pleased by smooth rides and decreased travel times to South Station, Back Bay passengers have asked MBTA and Boston and Maine Railroad planners to work on improving shuttle service between Back Bay and South Station. This work is now underway.

Resumen en Español

El 3 de noviembre los trenes de AMTRAK y de viajeros diarios dejaron de operar en el Corredor del Suroeste y comenzaron a usar los nuevos rieles construidos en la línea de Dorchester. Este cambio permite la demolición del terraplén del corredor e introduce tres estaciones nuevas en Boston: la de Fairmount en Hyde Park, las de Morton y Upham's Corner en Dorchester.

Los trenes de viajeros diarios con origen en Providence, Attleboro, y Stoughton terminan ahora en South Station de donde operará un tren expreso hasta Back Bay. Los trenes de Franklin pasan por South Station y continúan hasta Back Bay.

Los pasajeros de Needham y West Roxbury viajan en autobuses expresos que entran a Boston por la ruta 128 y el 'Turnpike'.



Green Street SATF Discusses Development



On August 20, 1979 the Green St. SATF met to consider several development topics including an update on the development process in the immediate Green St. Station area.

Several requests by area homeowners to purchase small, abutting MBTA or DPW-owned lands were made. Members of the SATF felt that sale to abutters of small parcels would be appropriate only as long as the uses of the land remained compatible with the neighborhood and did not preclude other larger scale uses. The SATF felt that it is very important

for community review to occur prior to the disposition of any state- or city-owned land. A mechanism for the sale to abutters must now be established by the MBTA.

In addition to updating development prospects on several parcels, the SATF focused its attention particularly on Parcel 49x at the corner of Green St. and the new extension of Amory St. This parcel had been under consideration as one of several possible sites for the new District 13 police station, and at the same time the Boston Housing Authority had

received a proposal for new "turn-key" elderly housing for this site coupled with renovation of two nearby buildings. Most SATF members, desirous of seeing development in the area, indicated that either the police station and/or housing with commercial space would be

desirable uses. The question of the location of the police station was also discussed a few days later at a meeting sponsored by the City's Public Facilities Department and the housing proposal was presented by its developer and architect the following week.

Comité de Estación Green St. Discute Desarrollo Económico

El 20 de agosto de 1979 se reunió el Comité de estación de la calle Green para discutir varios temas, principalmente el proceso de desarrollo en el área inmediata a la estación de Green Street.

Varios propietarios mostraron interés en comprar pequeños terrenos colindantes con sus propiedades y que son actualmente propiedad de la MBTA o del DPW. El Comité de estación consideró que la venta de terrenos a propietarios de terrenos adyacentes sería apropiada sólo si se puede garantizar que el uso futuro sea compatible con el vecindario. Los concurrentes insistieron que la comunidad debe tener la oportunidad de examinar cada caso

antes de vender un terreno a propietarios colindantes. La MBTA establecerá un mecanismo para la venta de estas tierras.

El Comité además revisó los planes para el desarrollo de varias parcelas, enfocando su atención en la parcela 49x en la esquina de las calles Green y la extensión de Amory. Se ha sugerido esta parcela para un nuevo cuartel de policía para el distrito 13, así como para vivienda para ancianos, incluyendo la renovación de los dos edificios cercanos. El Comité, desearía de que ocurra algún desarrollo en el área, indicó que ambos usos serían deseables.



Green Street SATF discusses development opportunities for parcels in Green Street station area.

SWCP GROUNDBREAKING

(Continued from page 1)
impact of the SWCP. He noted that the Project is expected to include over \$669 million in direct public investment and over \$358 million in direct private investment. In addition, Ryan said that the combination of SWCP and financial activity generated by it, would well exceed \$2 billion and generate ten to twelve thousand permanent jobs, along with 32,000 construction jobs.

MBTA Director Richard Taylor followed with his observations of the participation of minority contractors in the construction of the SWCP. He pointed out that a minority owned construction

company, Eastern Seaboard, is prime contractor for rail removal. Taylor also noted that 40% of the volume of SW Corridor contracts awarded thus far have gone to minority contractors.

Lt. Governor Thomas P. O'Neill also spoke, thanking the many people who have worked to make the Project a reality. State Senator Bill Owens, followed with congratulations to people at the grass roots level, who had struggled to make the SWCP serve the interests of the community. Next, State Transportation Secretary Barry M. Locke, spoke, highlighting the transportation improvements represented by

the Project.

After the ceremony, a luncheon was held at the First Church in Roxbury at Eliot Square. Those present received the latest copy of the SW Corridor Development Plan and celebrated a very momentous occasion.

Resumen en Español

(Continuado de la pag. 1)

compañía minoritaria. Añadió Taylor que hasta el momento un 40 por ciento de los contratos de construcción han sido otorgados a contratistas minoritarios.

El vicegobernador, Thomas P. O'Neill, también se dirigió al público dándole

las gracias a las muchas personas que han trabajado para realizar el proyecto. Luego, el senador estatal, Bill Owens, felicitó a los residentes que lucharon para que el proyecto sirviera las necesidades de la comunidad.

El secretario de transporte del estado, Bary M. Locke, luego enfatizó las mejoras en el transporte público que resultarán del proyecto.

Después de la ceremonia, hubo un almuerzo en First Church en Eliot Square, Roxbury. Los concurrentes obtuvieron copias del Plan de desarrollo para el Corredor y celebraron un evento trascendental.

Southwest Corridor
Project Newsletter
January 1980



The Educational Training Program

CLOSING CEREMONY 1979

On August 28, 1979, thirty-nine young Southwest Corridor residents received Certificates of Achievement for their successful participation in the SWCP/Educational Training Program. The Closing Ceremony, held at the Park Plaza Hotel, marked the end of the first year of the unique educational training program whereby youths aged 16-21 are exposed to and trained in the design professions through on-the-job training, classroom instruction and counseling.

Friends, family and trainees gathered to view exhibits which emphasized the most recent work done by the trainees during the summer. The course of study centered on the Roxbury Crossing Area surrounding the future Orange Line station. Through field trips, guest lectures, and prepared class exercises, the trainees discussed the forces that bring change to a neighborhood. In addition, each trainee had the opportunity to focus on one of four design areas: Housing Rehabil-

itation, Housing New Construction, Commerical Rehabilitation and Recreation/Open Space. Drawings, photographs, models and video illustrated the intensive summer session.

Following the viewing of exhibits, trainees, guests and staff were served dinner in the Bay State Room. During dinner, MBTA Chairman and Chief Executive Robert Foster personally congratulated the Officer trainees.

Lydia Mercado, Wallace, Floyd, Ellenzweig, Moore, Inc. Program Manager, opened the ceremony by welcoming trainees, guests and staff. Richard Dempsey, MBTA Director of Construction, and Robert Foster commended the trainees for their achievement during the past year. Ms. Mercado then narrated a slide show depicting the program's goals and activities; and Rodney Jackson, MBTA Program Coordinator, introduced the staff. Anthony Pangaro, MBTA SWCP Manager, acknowledged the firm supervisors and the ETP Advisory Committee for their excellent contributions and dedication to the program. Reginald Diamond

of UMTA, indicated his pleasure with the progress of the ETP and projected that other transit authorities will soon follow suit.

At this point, three trainees, Leslie Alston, Max Monestime and Patricia White, gave their impressions about the ETP and the impact it has had on their lives.

As the Certificates of Achievement were distributed, each trainee was individually featured in a slide show accompanied by

a brief narrative on the particular trainee. Mr. Dempsey and Mr. Jackson congratulated each trainee upon acceptance of the certificate.

Richard Taylor, MBTA Director, offered the closing remarks emphasizing the unique quality of the program in which there is a joint effort by the community, the MBTA, and the private sector in an outstanding venture.



MBTA Chairman Robert Foster and WFEM Program Manager Lydia Mercado congratulate trainees Pierceson DePeiza, Carlton Burke and Brenda Lee.

Programa de adiestramiento Educativo

CEREMONIA DE CLAUSURA

El 28 de agosto de 1979, treinta y nueve jóvenes, residentes del Corredor del Suroeste, recibieron Certificados de Logro por su participación exitosa en el Programa de adiestramiento educativo del SWCP. La ceremonia de clausura, llevada a cabo en el Hotel Park Plaza, señaló el fin del primer año del original programa en el cual se adiestran jóvenes de 16 a 21 años en las profesiones de diseño a través de experiencia práctica, enseñanza en clase, y consejería.

Amigos, parientes y estudiantes acudieron a observar exposiciones del trabajo más recientemente

realizado por los estudiantes durante el verano pasado. El enfoque de los estudios fue el área de Roxbury Crossing cerca de la futura estación de la Línea Anaranjada. Por medio de giras, conferencias y ejercicios en clase, los estudiantes discutieron los elementos que ocasionan cambios en un vecindario. Además, cada estudiante tuvo la oportunidad de concentrarse en un área de diseño--Rehabilitación de vivienda, Nueva construcción de vivienda, Rehabilitación comercial, o Recreación/Espacio Abierto. Dibujos, fotografías, maquetas, y grabación en video

ilustraron la intensiva sesión de verano.

Luego los invitados, estudiantes y personal disfrutaron de una comida. Durante ésta, el presidente y ejecutivo principal de la MBTA; Robert Foster, personalmente felicitó a cada estudiante.

Las siguientes personas se dirigieron a los concurrentes: Lydia Mercado, Administradora del programa para Wallace, Floyd, Ellenzweig, Moore, Inc.; Richard Dempsey, Director de construcción de la MBTA; Robert Foster; Rodney Jackson, Coordinador del programa para la MBTA; Anthony Pangaro, Ad-

ministrador del proyecto del corredor para la MBTA; Reginald Diamond, representante de UMTA; y Richard Taylor, Director de la MBTA.

Tres estudiantes, Leslie Alston, Max Monestime y Patricia White, ofrecieron sus impresiones sobre el programa y el impacto que éste ha tenido en sus vidas.

El punto culminante de la ceremonia fue cuando se otorgaron los Certificados de logro. Cada estudiante pasó al frente a aceptar su certificado mientras se narraba una caracterización breve con un trasfondo de diapositivas mostrando al estudiante mismo.